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EXECUTRIX'S NOTICE.

Notice is hereby given, that letters testamentary on the estate of Joseph B. Williams deceased, were granted to the undersigned on the 19th day of October, 1914, by the probate court of Lafayette County, Missouri. All persons having claims against said estate are required to exhibit them for allowance to the undersigned within six months after the date of said letters, or they may be precluded from any benefit of said estate; and if such claims be not exhibited within one year from the date of the last insertion of this publication they will be forever barred.

This 19th day of October, 1914.
MARGARET ANN WILLIAMS,
 Executrix.

ADMINISTRATOR'S NOTICE WITH WILL ANNEXED.

Notice is hereby given, that letters of administration on the estate of John W. Vaughan deceased, with will annexed, were granted to the undersigned on the 20th day of October, 1914, by the probate court of Lafayette County, Missouri. All persons having claims against said estate are required to exhibit them for allowance to the undersigned within six months after the date of said letters, or they may be precluded from any benefit of said estate; and if such claims be not exhibited within one year from the date of the last insertion of this publication they will be forever barred.

This 20th day of October, 1914.
ELIZABETH VAUGHAN,
 Administratrix.
EDMUND H. VAUGHAN,
 Administrator with will annexed.

OF VITAL INTEREST TO EVERY CITIZEN IN COMING ELECTION (Continued from Page 1)

is no unperformed service which could be assigned to the "extra brakeman" demanded by this law, and who is to be placed upon every freight train carrying 40 cars or more and upon all passenger trains carrying 6 cars or more. At the present time through and local freight trains are manned as follows:

One engineer to run the engine,
 One fireman to run the fire,
 One conductor to run the train,

One flagman or brakeman to flag the train.

One brakeman for such other services as occasion may require.

In addition to these, there are switching crews who make up trains at all terminal points and inspectors who assist in looking out for such defects in cars as might endanger the running of trains—a point which is being emphasized so strongly in the sentimental hand bills and bill boards throughout the state. From the above enumeration it should be apparent to any thinking man that there is no legitimate service which this extra brakeman can perform which is not already adequately provided for.

As a matter of fact, a brakeman on a modern freight or passenger train is a misnomer for the reason that for years all trains have been controlled by air brakes applied by the engineer from the engine and which control the entire train. The amount of air used on trains is regulated by the Government—and hence, since there was no vacant place for this "extra brakeman," the framers of the bill chose to mask the unfairness of their demands by specifying that he shall be employed upon all trains carrying an excess of the number of cars stated above.

How Trains Operate.

The operation of a railroad train, just like the operation of a threshing machine, saw mill, or any other piece of machinery, requires only a certain number of men, and any excess of this number are more of a hindrance than a help because they get in each other's way. A train of 50 or 60 cars operates exactly like a train of 40 cars. The movement and control is not per car, like drawing a single bucket of water on a windlass, but the train of 40 or 60 cars all move together like the cups on a pump chain—and 60 cups are no more difficult to handle than 40—and, except for the greater motive power demanded from the engine, require no more care or attention from the trainmen in charge. The act was passed on the erroneous assumption that the number, character, and extent of the duties of brakemen increase in proportion to the increased number of cars, which is not true because, as stated before, the entire train, regardless of its length, is controlled from the engine.

A law might just as well be passed requiring farmers to put an extra driver on a self-binder because it requires three horses to pull it instead of two—or on a harrow because it now has 60 teeth instead of 40 as formerly. Why demand two brakemen on a train of 39 cars and three on one of 40 cars?

The state is now being flooded with sentimental literature appealing to voters to fasten this unfair and unnecessary burden upon the railroads of Missouri and, as usual, the plea of "humanity" is being put forth with great cleverness to catch the sympathy of the public—and always is the idea held out that this "extra brakeman" would prevent all manner of wrecks and calamities. If this were true the railroads themselves would be the first ones to put on these

extra men for, struggling as they are to save every dollar possible, they are the ones most vitally concerned in preventing wrecks, injured workmen, and mishaps of every kind—which are always costly. But statistics contradict those who put forth this specious argument. Out of 2718 trains run over three divisions of the M. K. & T. in a given time, investigation shows that there were 119 accidents on trains carrying less than 25 cars and only 79 accidents on trains carrying more than 25 cars. On the Union Pacific in Kansas in January, 1913, there were five accidents on trains carrying less than 25 cars. During the same period 644 trains were run, all of them carrying more than 25 cars, without a single accident. So the statistics of many other roads could be given showing conclusively that the "Full Crew" propaganda is based purely upon sentiment rather than facts—that the humanity plea is being put forth to catch the sympathy of the people in order that they may give their approval to this unfair measure.

State Commission Has Power.

If any earthly excuse remains for the proposed law, the last vestige of it disappears from the fact that the last Legislature created a Public Service Commission which has specifically delegated to it the power to regulate the number of men to be employed on any railroad train in Missouri. This Commission could make its requirements of certain companies whose road and character of freight might require more trainmen than certain other roads which operate under entirely different conditions. In other words, the Public Service Commission is in position to discriminate between the different conditions which exist upon the different roads—and hence, instead of adopting a hard and fast law for all time to come for every railroad in the state, it would seem but a matter of common fairness and justice to leave the matter in the hands of this Tribunal which the Legislature created for this specific purpose.

If this is not the correct view, then why was the Public Service Commission brought into existence? Why not let it perform the functions for which it was created? Why commence taking its powers away from it before it has given an opportunity to exercise them? Certainly if those who demand the "Full Crew Bill" have faith in the justice of their claims they will not be afraid to take their chances before an impartial Commission which has full power to grant forthwith the relief they ask?

There isn't a railroad in Missouri which doesn't stand ready to put on extra men the moment the Public Service Commission says that it believes that such extra men are necessary to insure the greater welfare of the public or the greater safety of its employees.

A Duty to the Public.

As the largest employers of labor in the United States, the railroads have been and are the friends of the hundreds of thousands of workingmen who operate their business, and they have always been ready to listen to any reasonable plea, whatever its character, and will continue to do so. On the other hand, however, the railroads also owe a grave duty to the public from which they derive their patronage, and which in the end must bear the brunt of an unfair burden as well as of a fair one. If the "Full Crew Bill" is enacted into law it will cost the railroads of Missouri over a half million dollars a year extra for employees who are not needed and who have no earthly chance to give value received for the pay they draw—and this extra

half million dollars will eventually have to come out of the pockets of the farmers, merchants, manufacturers, and other railroad patrons and consumers of the state. In this connection, it may be of interest to the reader to know that similar "Full Crew Bills" have been vetoed in recent years by Gov. Hughes and Gov. Dix of New York, Gov. Foss of Massachusetts, Gov. Harmon of Ohio, Gov. Cruce of Oklahoma, and defeated in Texas and numerous other states by the Legislatures.

As has already been indicated in these articles, the time is at hand when the railroads will have to have some substantial increase in rates, if the most of them are to be preserved from bankruptcy. It is their desire therefore, to make this added burden upon the public just as light as possible—and they would be recreant in their duty to the people if they did not point out to them the unfairness of the "Full Crew Bill," which seeks to levy a tribute of more than a half million dollars yearly upon them from this time forward—a tribute which, as has been stated before, would finally have to be borne by the people themselves.

In view of the foregoing facts, are not the railroads and the general public justified in asking that those who demand the "Full Crew Bill" submit their claims to a Public Service Commission which has full power to grant such relief as the conditions on the different roads might justify, after a careful inquiry into each particular situation? Paid Adv. (To be continued.)

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Mrs. F. M. Hord and little son, F. M., Jr., went to Kansas City Wednesday to spend the day. C. A. Keith went to Jefferson City Tuesday evening on legal business.

Mr. and Mrs. Roy Cole returned to their home in Kansas City Tuesday evening after a visit here with relatives.

Mrs. J. J. Greer and daughter, Mrs. R. H. Dawdy, and son, Edward, went to Kansas City Wednesday to attend the wedding of Mrs. Greer's son, Elton Greer to Miss Clara Kerns.

Mrs. Joe O. Shelby of Kansas City is visiting the family of Samuel J. Huston.

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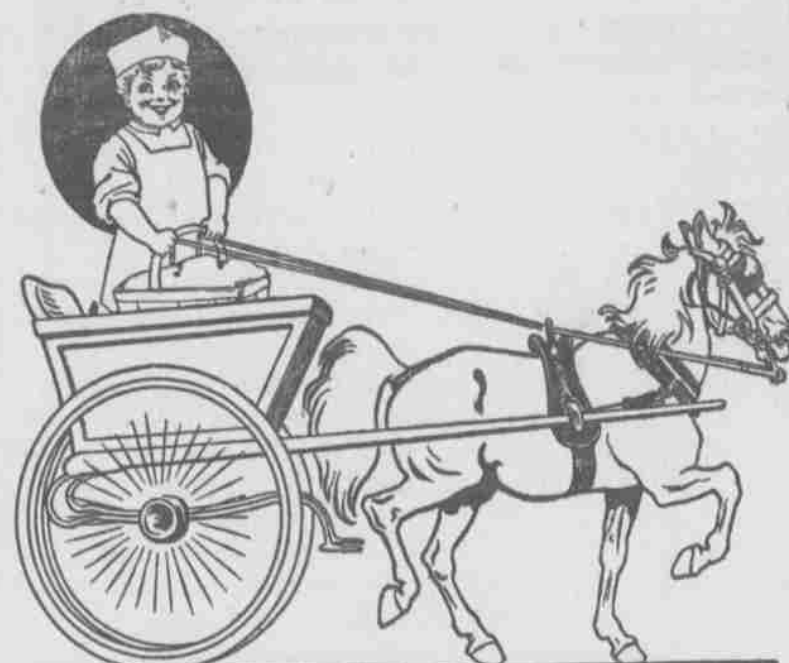
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